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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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25X1

COUNTRY Bulgaria

REPORT NO.

25X1

SUBJECT Burgas Harbor

DATE DISTR.

NO. OF PAGES

3

REQUIREMENT NO.

25X1

DATE OF INFO.

PLACE ACQUIRED

REFERENCES

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STATEMENTS IN THIS REPORT ARE DEFINITIVE.
ANALYSIS OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

1. Ships bound for Burgas have to use the prescribed swept channel steering from the Bosphorus 328° true as far as Cape Emine (N 42-42, E 27-54), from Cape Emine two sea miles off for eight sea miles 242° true, then changing course to 190° true for eight sea miles and subsequently steering 270° true right for Burgas harbor light. They have to arrange to arrive on Burgas Roads at dawn, since a net closes the harbor entrance between the jetty heads during the night. No pilotage is prescribed for the swept channel between the Bosphorus and Burgas. Ships have to come to anchor in 13 meters of water on muddy bottom about three quarters of a sea mile south-southeast and southeast from the east jetty head.
2. Customs officers and the passport and health officers came aboard [redacted] 25X1 ship on the pilot launch. The customs group consisted of three officers and the passport examining group consisted of about 15 men. The customs officers, who were rather scrupulous, sealed everything not indispensable for daily use, such as pistols, rockets, petards, films, cameras, and binoculars. The crew was kept on deck under guard for about two and one-half hours during the examination, while the police carefully searched the entire ship and even ordered the bottom tanks to be opened, although they were filled with water.
3. The harbor entrance is 180 to 200 meters wide and, at night, is closed with a steel net held in position by buoys. The hand-operated winch required for the handling of the net is located on the eastern short breakwater. [redacted] believed that the harbor is closed during the night to prevent fishermen from escaping. Prior to being tied up, [redacted] ship had to swing at her starboard 25X1 anchor and subsequently was berthed with her portside. In order to warp the ship from the quay, which would be necessary in the event of a swell in the harbor, a stern rope had to be laid out to a mooring buoy. Swell in the harbor occurs, however, only in strong easterly winds. The eastern section of the harbor, which is the only section deep enough for large vessels, is marked by two buoys with ball-shaped topmarks. Fishing cutters and small fishing craft use the western section

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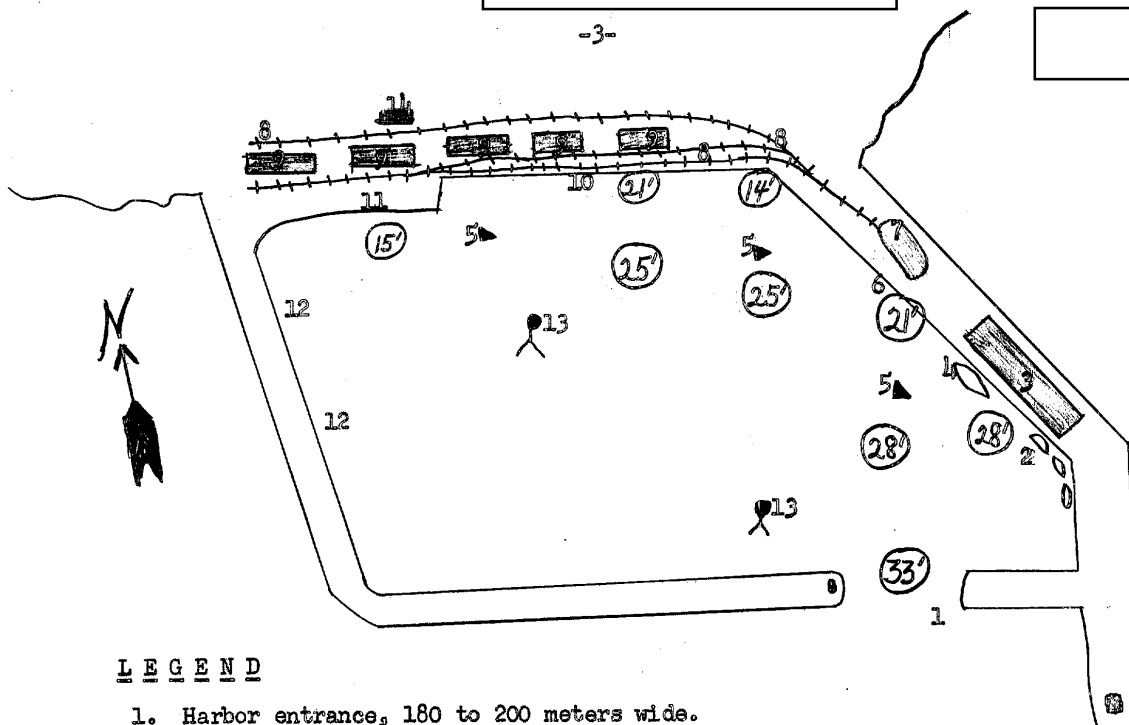
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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

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LEGEND

1. Harbor entrance, 180 to 200 meters wide.
2. Berth for scows.
3. Shed for storage of mixed cargo, about 150 by 20-25 meters in size.
4. Soviet merchant ship, about 1,00 dw tons; took on grain in bags and barrels from shed (3 above) on 13 May 1953.
5. Mooring buoys.
6. Ore quay, about 150 meters long; where informant's ship was berthed; this quay is equipped with two 5-ton cranes.
7. Loose ore dumps from which informant's ship was loaded.
8. Railroad tracks.
9. Shed for storage of mixed cargo.
10. Loading quay, 140 meters long, equipped with two 3.5-ton cranes.
11. Berth for small Bulgarian 400- to 500-ton steamers, equipped with a small 1.5- to 2-ton crane.
12. Berth for fishing outters and other fishing craft.
13. Buoys indicating deep water boundary line.
14. Customhouse and Harbormaster's office.

The figures within the circles indicate soundings in feet.

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